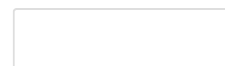


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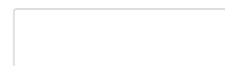
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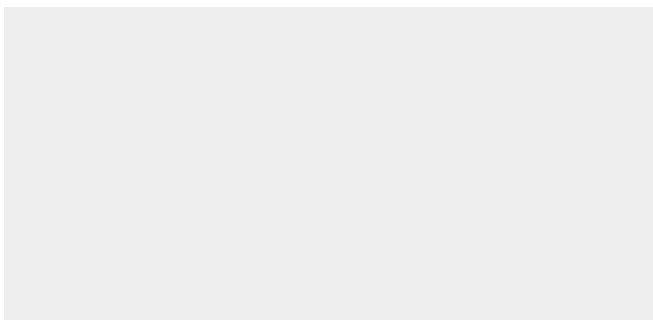
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NOTES FROM THE EDITOR

On behalf of the magazine production team, I must apologise for the late arrival of the 'summer edition' of your magazine. We had some serious software obstacles to overcome, but at least it has meant a bumper edition with no fewer than six event reports, so that has to be some sort of silver lining!

Well, the weather on 2nd June wasn't great early-on, but for those stoics who held on, the afternoon gradually improved and it was, as always, a great event. I wasn't planning to attend the 'Jim Thomson' but on seeing the impressive entry list I went to the hill for a couple of hours on Sunday, and the event didn't disappoint. Even better was the number of spectator cars; it seemed to be a very popular event.



"It's too hot to go outside," is not an observation often made in respect of the hill, but on July 7th and 8th it would have been true. Sat tucking into one of Nicola's excellent salads, I was struck by the contrast with the days when the refreshment tent offers a welcome



— The paddock basks in the heat (Keith Hunt)

refuge from the wind and rain! On Saturday there was both a huge entry list and a new track surface to interest and

to the spectacle of some very smart Porsches and it was a delight to see our friends from Guernsey back with their extraordinary V8 Specials. Best of all for me on Saturday was the presence of 'Manta Jock' and David Purdy in his example. (A Manta was the first 'interesting' car we were able to buy.) I confess to having snuck home to watch the second half of the World Cup

soccer, but before that I realized how much I was looking forward to the MSA

entertain. On both days we were treated



— What was it the Duke of Wellington said? "They might not frighten the enemy, but by God they frighten me." (Keith Hunt)



— Manta Jock presses on through the finish (Keith Hunt)

event the next day. And boy, it didn't disappoint (except that David Purdy had taken his Manta home)! Both Rob and Richard Spedding were on fire, the only question being which was burning the brighter! I took along a neighbour for his first visit to Harewood; I just wish more local people would come along and enjoy

our events!. On the 8th we had fierce competition with records tumbling, great

weather and the feel good factor of England's win over Sweden just the day

before, all of which made for a great, almost party, atmosphere.

I missed the events on 4th and 5th August thanks to a holiday in Dorset, but Steve's excellent reports have brought me up-to-date on the news from the hill!



— We don't often have days like this at Harewood...
(Keith Hunt)

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SEPTEMBER 2018 MARSHALLING TEAM

The Harewood Marshals team photographed after the September Sunday Finals meeting. It includes the Paddock Team, the Start Team, the Radio Control team, the Recovery Team, the Rescue Team and all the Course Marshals. This is not all our marshalling team nor do we have quite so many at all our meetings but with their missing colleagues, they ensure we always have enough Marshals at every meeting through out the year. We are lucky at Harewood to have this team, many other events around the country struggle to find enough Marshals.



— The great 2018 Marshalling Team (PW Pics)

Mike Shorley, Chief Marshal

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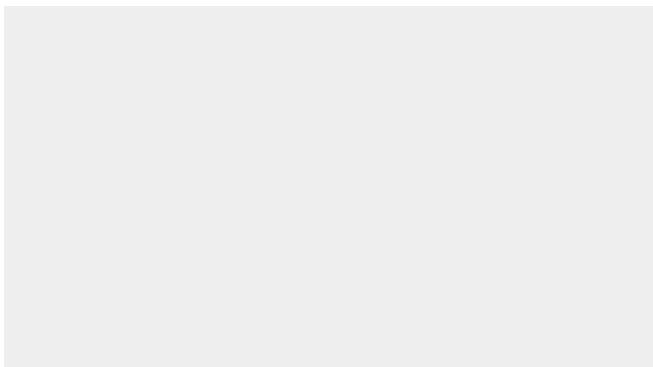
EVENT REPORTS

Summer Non-Championship Hillclimb 25th August 2018

Nonstop Action

With just 67 drivers signing on for the non-championship event and the weather set fair it looked like we were in for a busy day and so it turned out. Would there be any class records? Would everyone get through the day without breaking down? All would be revealed in a hectic day of hillclimbing.

After two practice runs which saw Rob Spedding break the OMS 2000M and dash off to



get the Vector, the timed runs commenced at a little after 10:30 am. Just four MGs entered their three marque classes. Paul Rigg and Robert Armstrong both set Personal Bests en route to solo wins whilst Christopher England beat John Wilman in the remaining class. We then moved into



— Christopher England on his way to a class win (AMM Photography)

the usual Harewood class structure. In 1A both Andrew Jeffrey and David Taylor set new PBs whilst class record holder Mark Teale took the win. In 1B all but one of the drivers set a new PB. Former Class Record Holder Gordon

Riley led throughout getting to within two tenths of the record whilst Will "Skid" Roberts and Graham Norminton came home in second and third. In 1C we saw Kieran O'Brien pull up on his third run when an inner wheel became detached after short cutting! O'Brien would go onto set a new class record on his seventh run having led the class since run one. Second went to Josh

Carr who went AWOL on his first timed run but fought back with a new PB on his third run. In third it was Andrew Sherratt with his trusty FIAT Coupe who set his best time and a new PB on his final run. In 1D Frank Cooper set the pace but he withdrew after his third run with terminal mechanical problems whilst Jamie Thwaites in the ex-Tommy Kiara Impreza was second on his Harewood debut. In 2A Leon Franks took the win despite a novel "Scandinavian flick" went wrong on his third run when he approached Orchard



— Always a crowd-pleaser – Andrew Sherratt's trusty Fiat Coupe (AMM Photography)

backwards! He recovered and went sub-64 for the first time on his final run. Peter Wright was second having missed his first run but was well inside his previous PB throughout. Richard Paterson took a solo win in 2B

before we moved into the slick-shod classes.

In 3A it was another Mini battle. Roy



— Roy Bolderson took Class 3A (AMM Photography)

Bolderson led throughout despite a second run rotational moment at Farmhouse. Jonathan North finished second as he chipped away at his PB whilst in third place was Mark Forster who was running his race prepared Hornet on slicks today. John Moxham took a solo win in 3B before we moved into 3C for the Battle of the Champions!

Jonathan Mounsey brought along his third different Mitsubishi Evo 6 of the season but

had to give best to Richard Hargreaves whose immaculate Escort held off the challenge. Peter House, who we see in the AMOC championship with his VW Beetle RSI took third and Mark Purcell was fourth in his glorious Lancia Delta. In 3F Bob Bellerby held off a spirited challenge from Richard Cartledge's Locust who finally broke through the 60 second barrier. Third was Andrew Steel in the Westfield with all three drivers covered by just 1.11 seconds.



— Terrific Escort driven to a class win by Richard Hargreaves (AMM Photography)



— A great shot of John Prickett's Radical (AMM Photography)

In the single Sports Libre class John Prickett took the win despite a "pit stop" on his fourth run when the Radical ground to a halt exiting Farmhouse before firing up and carrying on. David MacFarlane was second and was another driver to break that 60 second barrier for the first time. With the demise of the Spedding OMS 2000M the 1100 class was down to three. Mick Heyes finally got a clean run but was still suffering teething problems with the Jedi. Paul Gibson gave his OMS 3000M

its Harewood debut and rapidly got down to competitive times. Up front David Tatham was revelling in his "new" OMS Hornet and despite being a tad off his PB he set second FTD en route to the class win.

Rob Spedding's move to the Formula Ford class doubled the entry. Andrew Abbey led

initially in the Jamun but after Rob's late arrival back and his first tentative run he followed up with a new class record. The Barnsley driver then broke his class record on his next three runs as he was in tremendous form and left the Formula Ford record at a staggering 59.80 – PS his final run was also sub 60 seconds!



— Rob Spedding pulverised the Formula Ford class record (AMM Photography)

Into Class 5C and Dave Banner was back having had to replace his tyres after one deflated instantly as he hurtled into Quarry on his last visit. He led the class throughout and ended up with third FTD in the process. Roy and John Munro were back at Harewood with a 'new' car and despite a recent rebuild the OMS CF07 was not performing well. A slipping clutch hampered gear selection and after a couple of runs they retired with John second and his dad third.

James Baxter had demolished the Scammonden outright record the previous weekend.



— Great to see not just one... (Phill & Marcus Andrews)

The vintage car preparation ace took full advantage of the multiple runs, slowly working his way up the order to finish the day with FTD and a new PB. Les Procter had an enjoyable day running solo in his beautiful Elva Mk 7 in class 6A. Our final class of the day was 6C and the Pre-1973 Sports & Saloons saw an eclectic mix doing battle. The Corners brought their Talbots to add

a whiff of nostalgia and both set PBs. Michael Taylor made his long awaited

Harewood debut with his AC Cobra

whilst the rest of the class was made up of the usual suspects. Up front former class record holder Steve Dennis in his TVR 1600M led throughout with Richard Derrick snapping at his heels in the Mini Clubman.

With 8 timed runs in the bag it was time to reflect. Just two class records were broken however no less than 52 of the 67 drivers set new Personal Best times.

Those who missed the event must be kicking themselves as it provided an ideal day to try out modifications or tweaks and with so many runs it also meant that the cars were fully tested ready for the rest of the season. For me the Driver of the Day had to be Rob Spedding as his pace in the Vector proved he is certainly one to watch closely.

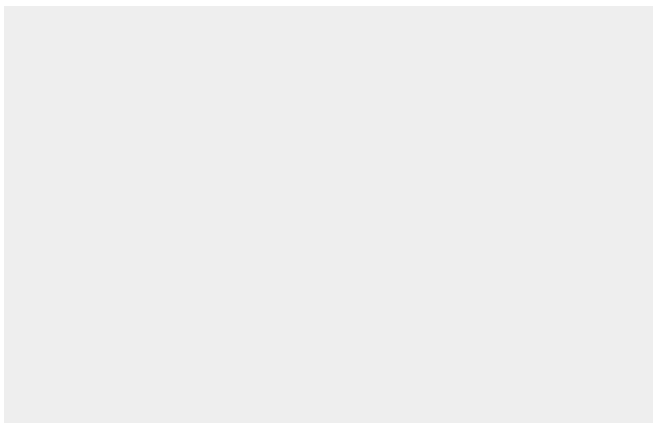


Reported by Steve Wilkinson

Summer Championship Hillclimb 26th August 2018

Henson on a high

The morning was dull and overcast, a complete contrast to the previous day's blue skies and sunshine. Midway through first practice the rain arrived and it continued in various degrees of discomfort for the rest of the day. As always in the wet things slow down, and after numerous off-course excursions had taken their toll, when the two practice runs were concluded we broke for lunch. After lunch things didn't get any better and we ended up with just 2 timed runs and a Motorcycle Top 10 run-off.



Conditions were a little worse when we started the timed runs. Leading the way were the Motorcycle Competitors. In the Up to 250 Solos class, record holder Glyn Poole took the win from Keith Ruddock and Adam Bentley all on Hondas. In the 350 Solos Mike Tilley took the win with the glorious Aermacchi of Len Auckland second. The 500s saw



— Glyn Poole braving it out to take the 250cc class (JCB Photography)

Andy Mitchell, the seven-time National Supermoto Champion, make his first foray onto the hills

staggering and it was no wonder that by the end of the day he had set the Motorcycle FTD. Dan Hurley took second in class with Patrick Dolan third. On to the 750s where Paul Jeffrey took the win from Guy Ursell, both on KTMs, with Mark Short third on an Aprilia. In the final solo class Matthew Moggridge grabbed the win on his Suzuki after being second initially, demoting Stu Mills on the Aprilia to second. In the Sidecar and Three-wheeler class Simon and Jane Foster took the win with Terry Truman & Rachel Calvert second.

Just five TVRs turned up to contest their two championship classes. The Stallards dominated the first class with young Iain taking the class win in the family Vixen and dad Geoff finishing second. Mark Hankins in a 2500 was third whilst Steve Dennis was in fourth. David Barrowclough then took a solo win with his Chimaera in

the second class. Next it was the Classic Marques and on scratch Peter Taylor led the way in his Boxster with Steve Lyle making it a Boxster 1-2. However, once the series' handicappers had worked their magic the order was somewhat different. Taking the class win was Roger Fish in his Honda S2000 whilst the similar car of Matt Rowe was second whilst Lyle was third.

Seamlessly we moved into the Harewood classes and in 1A it was resolved on the second runs. Mark Teale had led after the first run but a cracking effort by Richard Derrick saw him snatch the lead from Teale with Anthony Patrick and David Taylor completing the top four. In 1B Deryck Jones again struggled on his first run and was dead last in 23rd place after an excursion in the Esses. He fought back well to post a 71.75 and climbed up to second but it was Will Roberts who took the win as he

. Mitchell's pace in the wet was



— Fine study of Paul Jeffrey on his KTM (PW Pics)

was fastest on each run. Third went to Ian Butcher and fourth went to Russell Thorpe in his Renault 5 GT Turbo called 'Doris' with James Kerr fifth leading more 205s. In 1C the wet conditions proved to be a huge leveller as the more powerful cars struggled to get



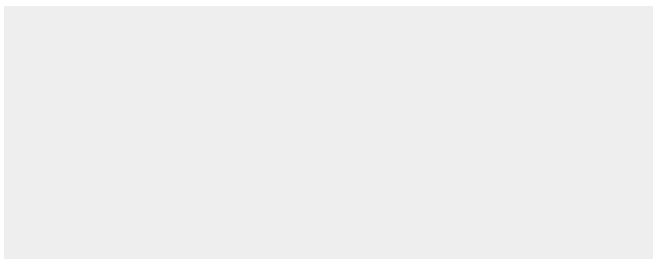
— Peter Sherratt won Class 1C in this BMW M3 (AMM Photography)

the power down. Former Class Record Holder Peter Sherratt led after the first run and extended his lead on the second. Josh Carr in the diminutive VW Polo GTi held station in second closing the gap to the leader. Kevin Bicknell held third throughout whilst Kieran O'Brien fought back from seventh to take fourth in his 350Z. Glen Shaw in the other Nissan 350Z had a character-building day ending up in the gravel at Farmhouse in practice and then giving the Armco on the run up to Quarry a hefty bash when the car started to

fishtail as he pressed the loud pedal. Into 1D and Jonathan Mounsey was back in his usual Evo 6. On the first run the former Champion just edged out Richard Archbould to gain the lead but on his second run Mounsey overdid the handbrake turn and was well off the pace. However, despite an improvement of 0.55 Archbould just failed to better Mounsey's first run time. Peter Milne and Peter Day both held station in third and fourth respectively.

Into the Kit Car classes and in 2A Peter Wormsley led after the first run in his Westfield, however, he did not take his second and this left the door open. Michael Bellerby slipped through and took the win as Daniel Hollis and Leon Franks both made up time to take second and third respectively. David Leach then took a solo win in 2E before we moved into Mod Prod territory. In 3A Roy Bolderson just couldn't find the pace in the wet and it allowed Jonathan North to lead the way home on each run. Bolderson finished second whilst Herbert Shillito was third. In 3B it was an Elise 1-2. In practice Elen Worthington had been fastest but when it came to the crunch Sarah Bosworth led throughout with Elen second. Taras Andrusin made his Harewood debut in his Clio and thoroughly deserved his third-place finish ahead of Alan Hart in the Nova. Just two drivers ventured out in the timed runs within class 3C. Harewood regular Dan Hopps is

still 'developing' the Golf and despite a good performance in comparison to his 'dry times' was beaten by Harewood debutant Chris Edwards whose well-developed Mazda 323 GTX was able to



get most of the 385 bhp through to the tarmac. In 3F just two made it to the start and Bob Bellerby again took the win in the Riot as Richard Cartledge only took the one run on the Locost. John Prickett and Stephen Green then took solo wins in their respective Sports Libre classes before we moved onto the bathtubs!



— Chris Edwards was victorious in his Mazda 323 GTX (PW Pics)

It was soggy bottoms all round for the Racing Car drivers and with Mick Heyes stepping down (he only has slicks!) it was left to Paul Gibson and David Tatham to battle for 1100 honours. Gibson only took the one run which left Tatham to take the class win and also set Third FTD. With the OMS 2000M still sidelined Ben Tranter and Rob Spedding switched to the Formula Ford class with the Vector. Phil Perks was making his Harewood debut with his elderly but immaculate Royale RP24. He only took the one run and sat back to watch as Tranter and Spedding fought it out. It was Tranter who emerged victorious as Spedding closed to within 0.68 of his co-driver's time. With the Munros and Simon Ambler withdrawing this left just two cars to contest the 1600 class and when Dave banner decided not to run it was left to Chris Woodgate in the



— James Baxter in the purposeful Gould GR55 (JCB Photography)

venerable Mallock U2 Mk 11 Twin Cam to take the class win. In the Two Litre class we had just the one car but with two drivers. Nicola Dearden took just her first run whilst co-driver Andrew Henson set the two fastest times of the day with his second run being over a half a second better. James Baxter followed up his Saturday performance with another powerful run but he just failed to beat Henson and had to settle for Second FTD.

Motorcycle Top Ten Run-off. Leading the way was

The final act of the day was the

Patrick Dolan on his 500 Honda who qualified on a 77.27. He was quickly into his stride and was up at the split just before Country. Steady through Farmhouse he rocketed up to Quarry and stopped the clock at 75.21. Mike Tilley was ninth fastest qualifying in 76.90 on his Honda 280 and he too was quick out of the blocks. There was a slight advantage by the time he reached Farmhouse and as he crossed the line he moved into first with a 74.87. Third away from the line was Matthew Moggridge on the Suzuki TL 1000S who qualified on a 75.70. He was certainly quick on the run from Country to Willow but by the time he reached the finish his 75.11 was only good enough for second.

The first of the sidecars was next, Terry Truman and Rachel Calvert on the Honda who had qualified in 75.41. Initially they looked on the pace but slowly



— Mike Tilley pushing hard on his Honda CR (PW Pics)



— Simon and Jayne Foster pushing on on their Honda F2 (JCB Photography)

dropped back and finished with a 75.68 to be fourth at that point. The second outfit to qualify was next, Simon and Jane Foster (Honda F2) who qualified with a 72.88. They looked to be going well but just failed to match their Q-time recording a 72.91 but nevertheless took the lead.

Then it was back to the solos, led by Dan Hurley who had qualified his 500 Honda on a 72.51. By Country he was up on the leading time and as he finished the clocks showed a 71.08 and

he went into the lead. Glyn Poole, who had also qualified with a 72.51 with his 250 Honda, didn't seem to be quicker and as he exited Farmhouse he was just off the pace. At the finish he registered a 71.68 which slotted him into second. Guy Ursell was next and we were into the top three qualifiers, however, Ursell's 72.00 qualifying time would only be good enough for third! Down to The Esses he was on the pace and at Farmhouse he was up on the clocks. As he crossed the line it was a 70.77 and he had the lead. Paul Jeffrey who had qualified on a 71.62 was next and the KTM rider needed to break 68 seconds to have a chance of the win! As Jeffrey headed round Chippy's he was on a par with the rest but didn't seem to have the pace to challenge for the win. Round Farmhouse and he was

still off the pace

and as he crossed the line it was only a 71.32 and only good enough for third and there was still the fastest qualifier to come! The final runner was Andy Mitchell and the Supermoto Champion was up for it. Through the early curves he was visibly the quickest and as he swept into and out of Farmhouse he was certainly looking good. As he rounded Quarry and crossed the line he set the Motorcycle FTD with a superb 67.54.



— Andy Mitchell set Motorcycle FTD on his Husquana (JCB Photography)

As everyone started to pack up their soggy kit my admiration for the Harewood marshals had grown still further. In conditions that were truly awful they had been out there keeping everyone safe and sound – great job ladies and gentlemen.

Your reporter? The 'Usual Suspect'!

Greenwood Cup Hillclimb 15th September 2018

Terrific Tomlin

Saturday looked like being the best of the two days weather-wise yet on arrival it still felt like being on the tundra when I stepped out of the car. As well as the penultimate round of the championship there were MGs, Alpine Renaults, 500 Owners Club and Westfields guesting plus contingents from Hagley & District Light Car Club and the Cross-Border Speed Championship. Practice took a while with a lot of 'incidents' and we broke for lunch prior to the first timed run.

In the MG classes there were wins for Ian 'Harry' Howlett, who just pipped David Coulthard, Christopher England and Robert Armstrong before the mayhem that was Club Alpine Renault was unleashed! On the first timed runs Sheridan Bell, having switched to the aggressive-looking Renault 5 Turbo 2 mid-engined beast, ground to a halt exiting Farmhouse whilst Class Record Holder Bob Gibson only got as far as Clark's before his engine let go! On the second runs Johnny Hulme, who had switched to a Renault 5 GT Turbo, took a fancy to the Recticel at Willow and damaged both ends

of the car! Emerging from the “wreckage” was Neil Brogden whose pace in his Peugeot 205GTi 1600 saw him close to the class record in first with Tim Jeffrey in the sublime Renault Alpine GTS second and David Holden in the drop-dead gorgeous Alpine A110 third.



— Concentration or what?!? (PW Pics)

In the 500 Owners Club class Charles Reynolds in the superb ex-Ken Wharton Cooper-JAP Vee Twin Mk 7 took the class win and also chopped over half a second off the class record. Phoebe Rolt in her Elva 200 Formula Junior took second with a new Junior record, whilst in third it was Finlay Mackintosh taking the place ahead of his father Max in their Mk 6 Cooper JAP 500. Mark Bishop took a solo win in the first of the

dominated the second class in the Megabusa he shares with his sister Charlotte. Mick Dent was second in his Megabusa and in third it was the Megablade of Terry Everall who recovered from a trip into the gravel at Farmhouse on his first run.

Into the Harewood Championship classes and as usual we kicked off with Class 1A. Nick Mitchell was soon on the winning pace and would lead throughout whilst father Steve fought through from third spot initially to take second ahead of David Taylor and Anthony Patrick. Into Class 1B where the bulk of the Harewood Top 10 drivers were battling. Championship leader Deryck Jones didn't get off to the best of starts with a massive spin at Clark's where he somehow managed to

Westfield classes before Adam Phelps



— Adam Phelps, class winner in his Westfield Megabusa (JCB Photography)

avoid hitting anything but found himself dead last! Jones fought back taking second place on his third run, however, to rub salt into the wounds class winner Gordon Riley set a new class record en route to the win! Will Roberts, who had



— Gordon Riley set a new class record in the spectacular Toyota Starlet (JCB Photography)

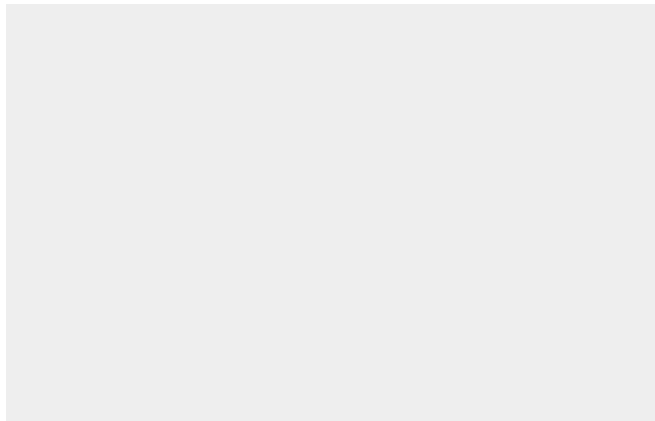
been second until the third run, was relegated to third just ahead of an on-form Liam Booth who had finally got the new tyres scrubbed in. In Class 1C Andy Bateson had been quickest in first practice but gradually fell back into the clutches of the Nissans. Glen Shaw would hold second throughout whilst

Kieran O'Brien somehow managed to shave just 0.01 off his class record to take the win. Bateson ended up third just ahead of a returning Simon Howarth. In Class 1D the youthful Jonathan Mounsey again proved to be unbeatable as he shaved 0.18 off his class record. Richard Archbould set a new PB on his way to second whilst Peter Day and Tony Booth completed the Mitsubishi clean sweep. Of the three Audis contesting the class David Exton proved to be the fleetest in his Audi S6 Avant complete with automatic transmission!

Into Kit Car territory and in 2A the first runs left the three-car class covered by just 0.37 seconds. Daniel Hollis led from the first timed run with Michael Bellerby second and Peter Wright third. In 2B the returning Simon Medley dominated and ended up with a comfortable lead over Alex Miles and Chris Price although they both set PBs in their pursuit of Medley. In 2E both Elise drivers set PBs with Nigel Hinson finishing less than a second ahead of David Leach.

The Mod Prods provided some fierce battles. In 3A Roy Bolderson opened proceedings with two runs of exactly 66.74 and then blotted his perfect scores by going a fraction quicker on his third run! Jonathan North held station in second with Julian Harber third in his over geared Clubman Mini. Richard Derrick was on slicks for the first time and

finished fourth ahead of Mark & Adam Forster in their shared Wolseley Hornet. Three runs all in the 60 second bracket gave Sarah Bosworth the win and we were beginning to believe that the Demon Barber of Sheffield would never break through to the 59s. Tracey Taylor-West was back in her yellow Elise and held station in second whilst the Hagley





— Oooo-er! (PW Pics)

Hooligans fought over third place. Stuart Stelling was initially third with Ralph Pinder breathing down his neck in fourth and Steve Bailey fifth, Bailey then shot

up to third only for Stelling to regain third on the final run leaving Bailey fourth and Pinder fifth. In 3C Richard Hargreaves led after Andy Hill's rotational antics at Farmhouse. However, the Impreza driver took the lead on the second ascents and just held off Hargreaves' challenge although neither driver could match their PBs. In 3F Simon Jenks, who was part of the 'Hagley team', took the class win despite only posting one time and a DNF. Richard Cartledge set a new PB whilst finishing second with Nigel Fox in third ahead of Les Golding. Mark Davenport in the very interesting mid-engined Sylva J15 Honda VVT was fifth on his Harewood debut. In the one Sports Libre class John Prickett took his Radical to the win with David MacFarlane second in the immaculate OMS SC1 which is now up for sale.

The Racing Cars were next and in the 1100 class David Tatham in the Hornet would take a comfortable win and set third FTD in the process moving him a tad closer to the lead of the FTD championship. Craig Powers and Eve Whitehead finished second and third in Craig's OMS 2000M whilst the persistent Mick Heyes managed fourth before the Jedi broke again! In the Formula Ford class Rob Spedding continued to hold the upper hand finishing 0.82 clear of co-driver Ben Tranter in their Vector. In the 1600 class Dave Banner took the class win ahead of Simon Ambler who still has his OMS 2000M up for sale. Banner's time placed him fourth fastest and he would go into the final round three points clear of David Tatham in the FTD Championship. In the Over 2000cc class Oliver Tomlin led after the first runs then James Baxter moved ahead but only for a few minutes for when Tomlin took his second run he moved back into the lead. On the third runs Tomlin extended his lead as Baxter failed to improve. Sandra Tomlin took a steady fourth as she acted as tyre-warmer for her son.

In the Classic Sports Racing and Racing Car Class Angus Buchan in the ex-Chris Cramer Terrapin Mk 5 SR took a solo win back on the hill where the car made its competition debut in 1970. In the



— Angus Buchan's ex-Chris Cramer Terrapin Mk 5 SR (JCB Photography)

Sports and Saloon class Steve Dennis in his TVR 1600M not only set a new PB but also recaptured the class record whilst Mike Haigh brought home his beautiful Lenham Le Mans MG Midget in second ahead of local legend David Spaul in his Mini and Rob Brown Kenna in his Elan Sprint.

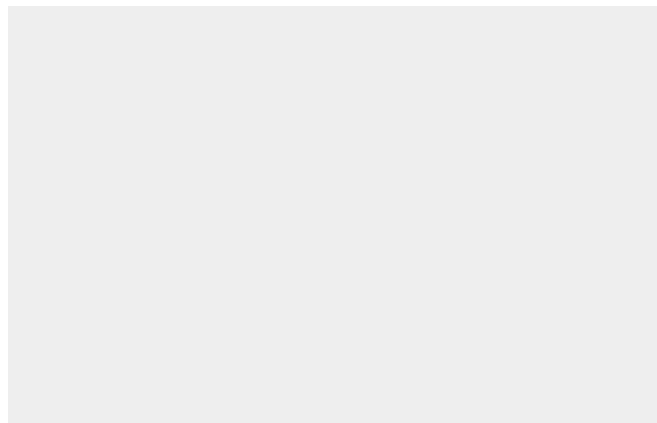
In both championships the order had closed up a little but would it be enough to permit an upset? Nerves were starting to jangle and the Mike Wilson Hillclimb would be the fitting event for the decider.

Penned by Steve Wilkinson

Mike Wilson Hillclimb 16th September 2018

Baxter has a blast

Threatening clouds were on the horizon as I rolled through the gates, however, after a short sharp shower during first practice the weather took on a distinct Autumnal feel. Practice accounted for a couple of cars, the most notable being Andrew Jeffrey who spun as he dropped down into the Esses and clobbered the tyre wall. Sheridan Bell was also sidelined when his Renault Turbo 2 started spouting flames as he crossed the finish and entered the paddock. Despite a couple of delays, we were able to get the meeting underway prior to the lunch break.



In the first of the MG classes David Coulthard instantly took the lead he would never surrender whilst Nick Walker rumbled to the top in second. Coulthard's co-driver, Helen Waddington, slowly improved and moved into third with a new PB at the expense of Ross Woodhouse. Christopher England took a solo win in



— David Coulthard took the class for Group 1 MGs (JCB Photography)

the other MG class before the much-depleted Club Alpine Renault Class hit the track. Neil Brogden continued his

dominance and took his Peugeot 205 to

the class win, a new PB and the Class Record. In the 500 Owners' Club class Charles Reynolds was again the man to beat and he broke his own class record three times in the four runs. Phoebe Rolt in the Elva 200 Formula junior again took second and knocked big chunks off the Formula Junior record. The other Vee Twin Coopers of Tom Cowley and Simon Brown came home in third and fourth ahead of the 500s led by Max Mackintosh. Mark Bishop was again running solo in the first of the Westfield



— Renault Alpine GTS sounded as good as it looks! (Keith Hunt)

classes and despite this set a new class record. In the second Westfield class Adam Phelps again dominated despite his sister Charlotte, who finished fifth, taking out the Quarry timing gear on her fourth run! Mick Dent took second ahead of the other bike-engined Westies of Terry Everall and Andrew Hargreaves.

Into the Harewood classes and the battle for the two championships loomed large. In Class 1A it was another Mitchell 1-2 with young Nick taking the win and Steve in second, both setting PBs. David Taylor again finished third with Anthony Patrick snapping at his heels. Into 1B where the Harewood Championship would probably be settled. Gordon Riley looked to have the lead after the first runs, however Deryk Jones had been obstructed by 'debris on the track' which is shorthand for thwacker posts uprooted by Gordon Riley! On his rerun Jones coolly moved into the lead. After the lunch break Riley snatched the lead back and with neither driver going faster on their third or fourth runs the class battle was resolved and Jones had just enough points to hold onto the lead and become the 2018 Harewood Champion. Will Roberts was on the pace again and was a whisker away in third with Ian

Butcher, who appeared to have a



— Glen Shaw, second in Class 1C in his 350Z (JCB Photography)

lot of trouble with gear changes, suddenly putting a clean run together at the death with a new PB and tied for fourth with David Marshall. In Class 1C it was again the battle of the 350Zs. Kieran O'Brien's first run saw him lower the class record and then on his fourth run he broke through the 64 second barrier to set a 63.73. Glen Shaw finished second with former class record holders Peter Sherratt and Julian Haworth third & fourth. Into

Mounsey, who was the centre of attention. On his third run he set a new class record of 60.06 and then on his fourth run finally broke through the 60 second barrier with a 59.89 to complete the goal he set himself going into the season. Peter Day and Tony Booth completed the Mitsubishi dominance whilst Jim Semple came home in fourth with his Ford Focus.

1D and it was that man again, Jonathan



— Jonathan Mounsey took Class 1D and set a new 'sub-60' class record (JCB Photography)

In the kit Car classes Daniel Hollis again took 2A with Michael Bellerby second and Graham Briggs third ahead of his co-driver David Lanfranchi. In 2B Richard Paterson's Sylva Striker RS500 had too much grunt for Simon Medley whilst Chris Price outbraked himself at Clark's on his first timed run and ended the season with the Car Craft Cyclone being carried to the top of the hill on the flat-bed. David Leach then took a solo win in the Elise class setting a new PB en route before we headed into Mod Prods.

In Class 3A Roy Bolderson took the class win despite 'parking it' on his fourth run just after Willow whilst Jonathan North took his almost customary second. Julian Harber was third again and Mark Forster fourth in the Hornet. Moving into 3B and it was a stellar performance by Sarah Bosworth. On her second timed run she lowered the class



— Sarah goes sub-60 sec! (Keith Hunt)

record to a fraction over sixty seconds and then on her last Harewood class run of the season went for it! As the Elise charged up the course it looked desperately like another 60 second run but a final lunge at Quarry stopped the clocks at 59.93 and you could hear the squeals of delight in Wetherby! Despite parking it on the grass at Willow on her second run Tracey Taylor West made it an Elise 1-2

with Stuart Stelling third ahead of Steve Bailey and Ralph Pinder. It was great to see some more runners in 3B with Dan Rogers in his Mazda MX5 circuit racer and Adam Warren back at Harewood with an Integra. In 3C Andy Hill held off Chris Edwards in the manic Mazda before we moved into the kit car classes.

Into Class 3F and Simon Jenks got to within quarter of a second of the class record as he dominated proceedings. Richard Cartledge again finished second ahead of Harry Moody and Chris Boyd. In 3G it was Steve Owen in his Westfield who dominated as the Ripponden driver lowered his PB on his first run and remained unchallenged. The Coleman brothers battled over second with Darren just edging out Gareth in their shared Sylva Striker and Nigel Fox won the Caterham battle for fourth from Les Golding. John Prickett then took a solo win in the Sports Libre class with a new PB before we headed into the Racing Car classes.

In 5A it was once again David Tatham who set the standard but he was unable to match his PB and despite the class win was only third FTD. Eve Whitehead just held off a stern challenge from co-driver Craig Powers in the OMS 2000M to take second as the pair were split by just 0.01 of a second! In the Formula Ford class (5B) Ben Tranter got to within a tenth of co-driver Rob Spedding's time on his second run only for Spedding to lock-up into Orchard and slither on, nudging the bank on the outside of the corner and breaking the front suspension of the Vector. In 5C Dave Banner again took the class win and with a time that put him into second FTD and assured him of the Harewood FTD Championship. Simon Ambler was again in second place in his OMS

2000M which is still up for sale.

George Bleasdale then took a solo win in 5D with his sonorous Pilbeam MP88 before we moved into the two car Class 5D. After lunch James Baxter, who already led, lowered his PB twice to tighten his grip on FTD whilst Sandra Tomlin took just two runs getting to within 0.35 of setting a new PB.



— No excuses for showing another photo of James Baxter's super Gould GR55 which set FTD (Keith Hunt)

Into the Classic Classes and in 6A Angus Buchan was still suffering gear selection problems and couldn't match his PB but took the



— Let's hope we see lots more of Mark Forster in his 'new' Hogstow Special (JCB Photography)

class win never-the-less. In second, and making his debut in a 'new' car, was Mark Forster who we normally see sharing the Wolseley Hornet with his father. He had just acquired a pre-war Austin 7, the Hogstow Special, and got down to some competitive times in the tiny terror! In 6C it was Allan Scott who took control before the lunch break with a new PB and led throughout in his Mk 3 Mini Jem. David Spaul took second

in his Mini with a new PB whilst Ian Peacock was off his usual pace in the MG Midget in third.

As the 2018 season drew to a close there was a lot to reflect on. The new track surface has been a resounding success, both championships went 'down to the wire', there were class records galore and hundreds of personal best times broken. The marshals had again done an exemplary job at keeping us all safe and allowing us to enjoy our season of hillclimbing. I couldn't single out any one driver however congratulations are in order for Deryck Jones our 2018 Champion, Dave Banner our 2018 FTD Champion and Trevor Willis the Outright Hill Record holder.

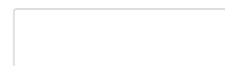
I am already looking forward to 2019.

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TAILPIECE



— “Very sorry sir. I told him this is a No Parking zone but he just wouldn’t listen.” (PW Pics)

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